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MARINE WORKERS NEAR AGREEMENT

Adjustment of Differences
With Steamship Owners
Deemed Probable.

MEETING NEXT MONDAY

Cooks and Stewards Pre-
pared to Accept Small
Cut in Wages.

ENGINEERS CONCILIATORY

Union Threat of Strike Weak-
ened by Prevalent Un-
employment.

Hope of a satisfactory settlement
before May 1 of the wage differences
existing between the American Steam-
ship Owners' Association and the mar-
ine workers was expressed last night
by both sides. The danger of a strike
which would tie up shipping on all
coasts is still evident, for many con-
cessions must be made before an
agreement can be reached.

Two developments yesterday led to
the belief that all differences might be
adjusted.

First, it was intimated that the
cooks and stewards, unlike the other
three unions affected, would be willing
to accept some reduction in pay and
drastic modifications in working condi-
tions.

Second, it was announced that the
marine engineers, who broke off all
negotiations Tuesday, had agreed to
meet the wage committee of the owners
again next Monday morning.

Agreements Expire May 1.

Conferences yesterday of the owners
and representatives of the seamen, cooks
and stewards were amicable and will be
continued as soon as new proposals and
counter proposals have been decided upon.
Unions whose wage agreements expire
May 1 and who are directly concerned in
the present negotiations are the Inter-
national Seamen's Union of America, the
Marine Engineers' Beneficial Association,
the National Organization of Firemen,
Oilers and Water Tenders and the
Cooks and Stewards Association. Mem-
bers of the American Steamship Owners'
Association said yesterday that the wages
of masters, mates and pilots will be
cut just as soon as the existing agree-
ment with their union ends on August 1.

Demands of Seamen.

The seamen presented six counter pro-
posals, which they said would have to
be discussed before wages and working
conditions. They call for the abolition
of the sea service bureau of the United
States Shipping Board; the enforcement
of the sections of the La Follette sea-
men's act requiring 75 per cent. of the
crew to be able to speak the language
in which orders are given, making cer-
tain requirements as to lifeboats and
other appliances and prescribing regu-
lations as to watch; giving preference
in employment to union men, and lev-
eling ratings in the hands of the union.
The seamen object to the Sea Service
Bureau because it affords non-union men
a chance at employment. The owners
said they would insist there should be
no discrimination on account of mem-
bership or non-membership in a union.
Working conditions and wages prob-
ably will be taken up at a meeting Mon-
day afternoon. Mr. Furuseth, insisting

the seamen would stand to the last
against a reduction in wages, said:

"The union wants to develop the
American merchant marine by obtain-
ing good conditions at sea in order to
attract Americans. If the standards are
lowered it would drive Americans from
the sea, and the success of a nation's
merchant marine depends on the number
of its own people who man the ships.
We refuse to help sharpen the axe to
cut the throat of the American merchant
marine. If we agreed to the proposals
advanced by the owners the American
seamen would be put back where they
were fifteen years ago."

It is estimated that 40,000 of the
110,000 members of the seamen's union
are out of employment, and the propor-
tion is said to be about the same in the
other unions. Unemployment is regarded
as the chief weakness of the unions in
their stand against a wage cut. Four-
sevenths of the vessels affected belong
to the United States Shipping Board.
With half of those tied up and nearly
the same percentage of privately owned
vessels idle, the number of unemployed
has been increasing rapidly since Janu-
ary 1.

A delegation from the Marine Cooks
and Stewards' Association presented the
same fundamental points which the sea-
men had presented earlier, but quickly
waved them, and it was intimated that
they would agree to a reduction of \$5 a
month. The owners has proposed a flat
\$15 reduction. There are probably be-
tween 15,000 and 20,000 cooks and stew-
ards involved.

Talk of possible mediation by the
Government was revived. Mr. Furuseth
said he would take the case of the sea-
men to President Harding, if necessary,
but Winthrop L. Marvin, vice-president
and general manager of the American
Steamship Owners' Association, said he
thought such action would be un-
necessary.

Mr. Marvin and Mr. Furuseth agreed
that the action of the Americans in the
present negotiations is being closely
followed by British and Scandinavian
shipping interests. Wages on American
ships, Mr. Marvin said, would still be
approximately 15 per cent. higher than
on foreign ships even if the proposed
reductions of from 20 to 30 per cent.
are all carried out. He said that, with
the present keen bidding on cargoes, the
difference of a few cents is vital.

"Last year American ships carried 43
per cent. of our exports," he said. "This
year they are carrying only 37 per cent.
Wages will be cut all right, to meet this
condition, but the British and Scandi-
navians will meet it with a proportionate
cut. They will make no agreements
with their workers until they see what
we have done."

BILLION WASTED BY ROADS, MEN CHARGE

Long Document From Unions
to U. S. Board Blames Man-
agerial Inefficiency.

Special Dispatch to THE NEW YORK HERALD.

CHICAGO, April 20.—Wastes amount-
ing to a billion dollars annually were
laid to managerial inefficiency on Ameri-
can railroads in a detailed exhibit placed
before the Railroad Labor Board, meeting
here to-day, as part of union labor's fight
against a reduction of wages. Recov-
erable wastes were estimated by the
employees at \$275,000,000 a year, and
other wastes, impossible of estimation,
would equal that amount, it was de-
clared.

The evidence submitted in the 55,000
word document is aimed at the rail-
roads' contention that the present na-
tional agreements make for labor condi-
tions "not in the interest of honest, ef-
ficient and economical operation." The
employees maintain that if deficiencies
and defaults in management were re-
paired, there would remain no reason
for attempting to reduce wages. As a
method of correcting wasteful methods
and increasing the efficiency of em-
ployees, the unions advocated coopera-
tive effort between management and
workers.

Recoverable and easily estimated
wastes were declared to do largely with
construction and repairs, cost account-
ing and labor turnover.
The wastes which the unions said
could not be estimated in terms of
money included defective train equip-
ment and tracks through allegations of
incompetent, extravagant management.

Kensico The Beautiful Burial Park

BUILDING TRADES DROP BRINDELLISM

Effort Made to Disprove Im-
pression That Council Is Ruled
From Sing Sing.

An announcement intended to correct
an impression that Robert P. Brindell
would continue to rule the Building
Trades Council from Sing Sing prison
was made yesterday by Patrick Crow-
ley, president of the council, and Ros-
well D. Tompkins, secretary. The coun-
cil has ousted the entire executive board
which Brindell controlled and elected a
new one. The officers call it a "new
deal." Their statement follows:

"The Building Trades Council issues
a new deal with a new executive board
in charge. All actions of the new ex-
ecutive board are subject to the approval
of the Building Trades Council. The
following are the members of the execu-
tive board:

"Patrick Crowley, Marble Carvers,
Cutters and Setters Union, 4, president;
Thomas B. Clark, Inside Electrical
Workers Union, 2, vice-president; Ar-
thur Cutts, United Brotherhood of Car-
penters, Local 284; Joseph Froeshel,
Cement and Concrete Workers Union,
18; John J. Hassett, Plumbers Union,
482; William Kohl, Upholsterers Union,
44; Martin McCue, Steam Fitters Union;
James P. McGrane, Tile Layers' Helpers
Union; Daniel A. Neary, Asbestos
Workers Union, 12; Richard Pattison,

Sheet Metal Workers Union, 28; Samuel
Squibb, Granite Cutters Union.

"The immediate task of the execu-
tive board will be to solidify the build-
ing trades organizations and help to
stimulate the building industry by
proper cooperation with builders' asso-
ciations and general contractors that
will deal honestly with organized labor.
The new executive board will honor
all agreements now in existence, and
will oppose all attempts to force an
'open shop' or a reduction in wages, and
will urge all affiliated members to give
a fair day's work for a fair day's pay."
Preliminary steps are now being
taken to cooperate with a committee of
the Central Trades and Labor Council of
Greater New York on the question of
the housing necessity in the greater
city."

TWO SHOPLIFTERS SENT TO BLACKWELL'S ISLAND

Man and Woman Charged
With Stealing Dress.

William Jackson, 30, and Mary Baker,
46, were convicted of shoplifting yester-
day in Special Sessions and sentenced to
terms of not less than six months nor
more than three years in Blackwells
Island Penitentiary. They were charged
with stealing a woman's dress, valued
at \$62, from a Fifth Avenue store. Both
have police records.

When the woman was searched at the
time of her arrest a check issued by the
Waldorf-Astoria check room was found
in her possession, according to the po-
lice. Detective William A. Murphy tes-
tified that he redeemed the package at
the hotel and found that it contained
heroin and cocaine valued at \$5,000. De-
tective Murphy said the woman ac-
knowledged she was a drug addict.

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WEAR**
COVER YOU WITH
SATISFACTION

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YOUR complexion and the condition of your
skin is largely dependent upon the circula-
tion of blood in the face.

The Terminal Mud Massage, by temporarily ex-
cluding all oxygen from the pores and animating
the circulation, drives out all impurities and pro-
vides needed nourishment for the skin. And the
cream used has active medicinal properties.

The Terminal Mud Massage is ideal for rest ring
jaded, exhausted nerves and it will impart to
even the palest person a wonderful, ruddy, outdoor
complexion.

TERMINAL BARBER SHOPS

THE KNICKERBOCKER

The World's Largest Barber Shop—Now Under Construction

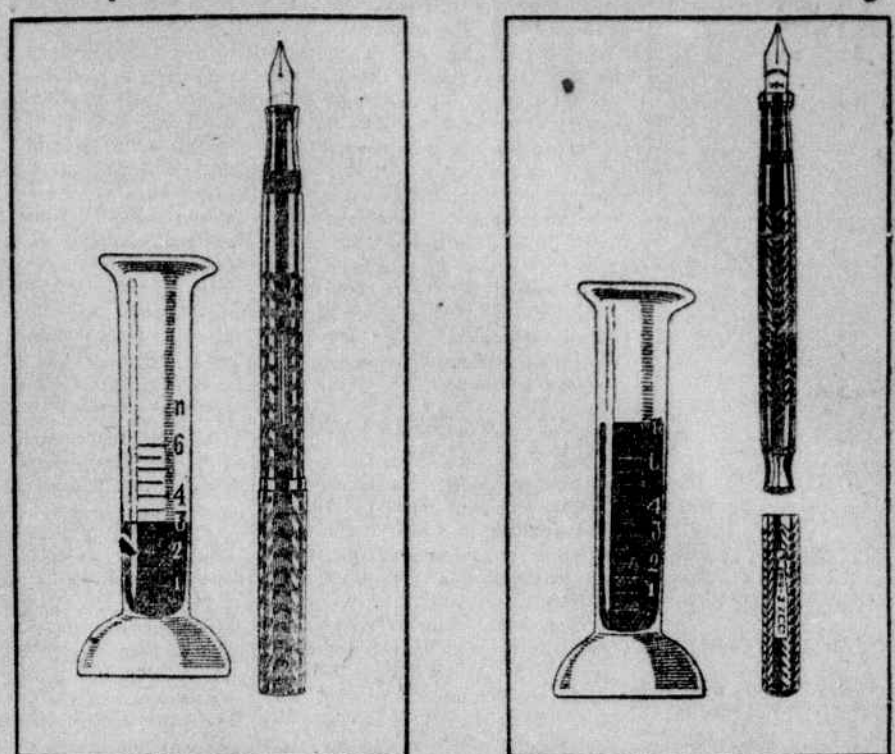
HOTEL CORNHORSE
Open till 10 p. m.
WALDORF-ASTORIA
Open till 8 p. m.
HOTEL PENNSYLVANIA
Open till 11 p. m.

ROOSEVELT BUILDING
129 Broadway
EL & TEL BUILDING
155 Broadway

CONCOURSE
1473 Broadway—at 42d St.
Open till 11 p. m.

Special Department for Women:
Waldorf-Astoria Hotel Pennsylvania

The Test That Tells the Story



APPEARANCES are deceptive. You'd think that the pen at the left held as
much ink as the other one—but it doesn't. It is a rubber sac self-filler—the
barrel is more than half full of rubber. Its reservoir contains only 30 drops of ink.

The pen at the right is the marvelous DUNN-PEN—the "Fountain Pen
with the Little Red Pump-Handle"—and it holds a full "barrel" of ink. It is
the simplest, most reliable pen ever made. The test glasses show that the
DUNN-PEN actually contains several times as much ink as the rubber sac pen
of the same size.

The DUNN-PEN only requires filling about once a month. Then you
simply stick it in the ink-well, and pump it full in a jiffy with the "Little Red
Pump-Handle." It cleans itself automatically while you are filling it.

The marvelous

DUNN-PEN

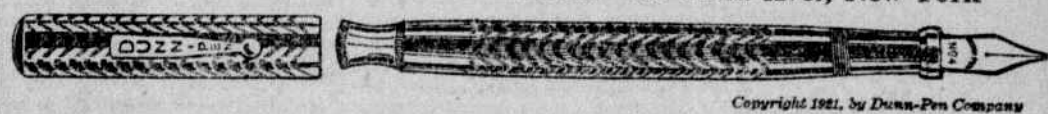
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Buy the Dunn-Pen to-day before sun-down. Every hour's
delay means that much loss in writing satisfaction.

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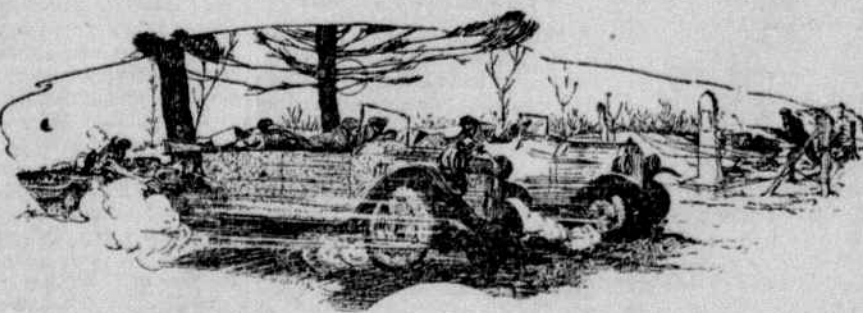


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Border War Rages Against

RUM-RUNNERS

Thrilling Battles Day and Night with Smugglers



"Came the booze carriers, each weighted down with forty cases of whiskey.
... And well back, the customs car thundering in the alcoholic wake with men
precipitously hanging on the running board, pistols ready."

RUM-RUNNING from Canada into the United States has
made the Eighteenth Amendment a joke to thousands of
its violators, who maintain a steady stream of liquor
pouring across the border.

The whiskey smugglers are so bold in their extensive opera-
tions that their law-defying activities are believed to be without
parallel in this country.

To ascertain the actual facts, THE NEW YORK HERALD
sent one of its staff men to the border, and the full report of
his observations—amazing in fact and thrilling in detail—will
be published as a leading Magazine Section feature.

NEXT SUNDAY in

THE NEW YORK HERALD

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Just one trial convinces you Sloan's
Liniment helps drive away
rheumatic twinges

WHY endure pain when you know
Sloan's Liniment will relieve
it promptly? It couldn't re-
main the World's Liniment for 39 years
if it wasn't highly beneficial in relieving
rheumatic aches, stiff joints, sore
muscles, lumbago, lame back, neuralgia,
sprains, bruises and the results of ex-
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Penetrates without rubbing, leaving no
stained skin, clogged pores, mudiness.
A pain and ache liniment that stands
alone in doing what it is meant to do.
Get a bottle today and keep it handy.
All druggists. Three sizes—35c, 70c,
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Sloan's Liniment

Advertisement.

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satisfaction for you in being the means
to relieve and eradicate eczema or any
stubborn skin trouble, let it bring you
these benefits at once. They will seem
ever so welcome if you have suffered
long. There is no risk. Poslam cannot
harm; its work is known to be highly
successful. Soothe, stings, itching,
burns, quick improvement. A little
does much because it is highly concen-
trated. Clears red, inflamed comple-
xions overnight.
Sold everywhere. For free sample
write to: Emergency Laboratories, 248
West 47th St., New York City.
Treat your skin to become clearer,
brighter, healthier by use of Poslam
Soap, medicated with Poslam.

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USUAL POLICY COVERAGE

Amount Insurance

\$2500 FIRE-THEFT (No Fire Ext.—No Lock)

FULL COLLISION (3) 333

\$5000-\$10,000 LIABILITY (4) 144

\$1000 PROPERTY DAMAGE (5) 29

Annual Premium \$613.50

INSURANCE RATES

\$107.50 \$71.06

75

191.52

33.35

10

Annual Premium \$380.93

AETNA SUGGESTED COVERAGE

Amount Insurance

(1) FIRE (Approved Fire Ext. Attachd.) \$2500

(2) THEFT (Approved Lock Attachd.)

(3) \$100 DEDUCTIBLE COLLISION

(4) LIABILITY \$20,000-\$40,000

(5) PROPERTY DAMAGE \$2000

(6) TORNADO, WINDSTORM, EARTHQUAKE, HAIL, EXPLOSION, WATER DAMAGE

Annual Premium

THESE RATES APPLY TO A 1921 MODEL CAR, LIST PRICE ABOUT \$2,500, N. Y. CITY TERRITORY.
SAME RELATIVE SAVINGS ON OTHER CARS AND IN OTHER TERRITORIES

AETNA SUGGESTED COVERAGE has the following points to recommend and sell it

DEDUCTIBLE COLLISION Accidents reduced, Traffic conditions improved, Auto owners and public benefited—BECAUSE the driver will use more care in operating his car if he assumes the first \$100 of each loss

THEFT LOCK WARRANTY Crime and insurance cost reduced by installation of approved Locking Device

SAFER LIMITS LIABILITY Premium saved much more than covers cost of protection against the high damages now being awarded by Courts in personal injury cases

PROPERTY DAMAGE Crime and insurance cost reduced by installation of approved Locking Device

TORNADO, EXPLOSION, etc. Needed protection at small cost

AND

THE SAVING IN ANNUAL PREMIUM AS SHOWN ABOVE

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